

YEAR 2018

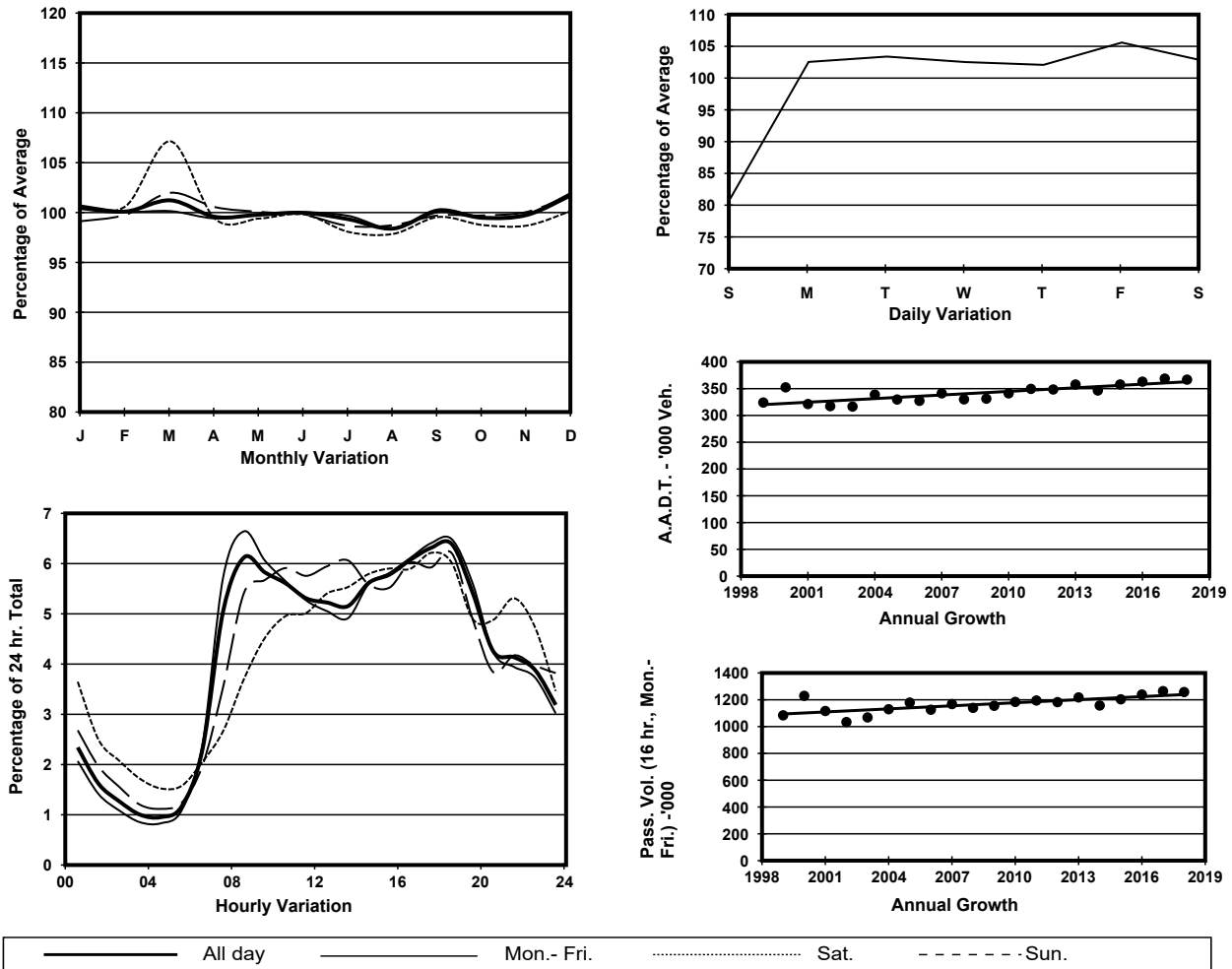
Location

Screenline K-K(West end of Kwun Tong)

Stations on Cordon/Screenline

3004, 4216, 4217, 4218 and 4219

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	183460	191280	191240	149820
R 12 / 24 - %	68.6	70	67.7	60.8
R 16 / 24 - %	86.2	87.3	84.3	80.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	11560	13120	10790	6520
T - % (AM)	-	11.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	11370	11960	11840	9790
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-
WEST BOUND				
A.A.D.T.	183400	191220	190060	150820
R 12 / 24 - %	68.4	69.5	67.5	62.4
R 16 / 24 - %	86.2	87.1	84.6	82
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10900	12290	11340	7060
T - % (AM)	-	11.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	12070	12850	11820	9320
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.0	42.0	17.4	3.0	4.8	13.5	4.3	4.1	0.1	4.8
	Ocp	1.1	1.4	2.1	6.6	12.6	1.4	1.2	16.7	18.0	53.9
0800-0900 Peak Hour	Pro	5.0	45.8	15.6	1.6	4.1	16.6	4.3	2.2	0.1	4.8
	Ocp	1.1	1.3	2.1	4.8	14.1	1.5	1.3	18.1	36.7	60.1
0900-1000	Pro	2.9	40.3	19.3	1.0	3.8	21.2	5.3	1.6	0.1	4.5
	Ocp	1.1	1.3	2.0	2.6	11.3	1.5	1.2	10.5	14.5	34.3
1000-1100	Pro	2.6	36.3	19.4	1.0	3.6	25.2	6.8	0.8	0.1	4.2
	Ocp	1.0	1.3	2.0	2.1	9.5	1.4	1.3	11.0	9.6	29.2
1100-1200	Pro	2.8	35.3	18.0	1.1	4.0	26.3	7.0	1.1	0.1	4.3
	Ocp	1.1	1.3	2.0	2.3	9.8	1.4	1.3	6.3	10.7	25.4
1200-1300	Pro	2.3	38.7	19.0	2.2	3.4	22.4	6.3	1.6	0.1	4.2
	Ocp	1.1	1.6	2.0	3.9	8.3	1.4	1.3	7.5	13.3	26.0
1300-1400	Pro	3.1	35.9	18.9	1.6	3.5	24.6	7.1	1.2	0.1	4.1
	Ocp	1.1	1.3	2.1	3.3	9.7	1.4	1.3	11.0	17.3	29.8
1400-1500	Pro	3.0	40.1	18.2	1.4	3.0	23.7	5.3	1.2	0.1	4.0
	Ocp	1.0	1.4	2.1	2.8	8.8	1.4	1.2	10.2	13.0	27.6
1500-1600	Pro	2.6	38.9	17.2	2.5	3.2	23.5	5.8	2.4	0.1	4.0
	Ocp	1.0	1.4	2.0	6.6	10.6	1.4	1.2	13.9	16.3	28.8
1600-1700	Pro	3.6	39.2	15.6	2.5	3.2	23.8	4.9	3.0	0.1	4.1
	Ocp	1.1	1.4	1.9	3.7	13.0	1.4	1.3	8.9	20.4	37.9
1700-1800	Pro	4.9	44.0	16.8	1.7	3.9	19.5	3.2	1.7	0.1	4.3
	Ocp	1.1	1.4	2.1	2.6	13.3	1.4	1.2	7.8	27.6	47.5
1800-1900	Pro	5.1	56.2	13.2	0.5	4.6	13.1	1.7	1.2	0.1	4.3
	Ocp	1.1	1.3	2.2	2.0	14.5	1.3	1.2	17.5	24.6	61.9
1900-2000	Pro	4.2	57.4	18.3	0.2	4.9	8.2	1.1	1.3	0.1	4.4
	Ocp	1.1	1.3	2.1	1.7	12.1	1.3	1.1	10.1	30.0	45.1
2000-2100	Pro	3.2	50.9	24.6	0.1	4.9	8.5	1.3	0.9	0.1	5.6
	Ocp	1.2	1.3	2.0	1.0	10.1	1.4	1.3	4.9	7.5	29.5
2100-2200	Pro	4.2	45.8	28.4	0.2	5.7	7.9	1.3	1.0	0.1	5.5
	Ocp	1.1	1.4	2.0	2.8	9.8	1.3	1.3	3.8	6.2	29.4
2200-2300	Pro	4.1	51.2	27.6	0.1	5.6	4.6	0.9	0.6	0.1	5.3
	Ocp	1.1	1.3	1.7	1.3	10.3	1.3	1.1	7.3	4.6	30.4
16 hours	Pro	3.8	43.5	18.6	1.4	4.1	18.2	4.3	1.7	0.1	4.5
	Ocp	1.1	1.3	2.0	4.1	11.4	1.4	1.3	11.9	18.0	38.6

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

***** All traffic data are collected from combined bounds except for one way traffic